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## REPORT NO

CD NO.

COUNTRY Hungary

DATE DISTR. 12 January 1953

SUBJECT      The Ganz Railroad Car and Machine Factory;  
MAVAG Locomotive and Machine Factory.

NO. OF PAGES 1

DATE OF  
1 INFO.

NO. OF ENCLS. 1 (2 pages)  
(LISTED BELOW)

PLACE  
ACQUIRED

SUPPLEMENT TO  
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

1.

2. The Ganz Railroad Car and Machine Factory employed between six and eight thousand men in 1951 and manufactured approximately 12 cars for export monthly. Freight cars were also manufactured there. The MAVAG Locomotive and Machine Factory employed approximately 10 thousand men. This factory manufactured steam locomotives, armored trains and tanks. These installations were under the jurisdiction of the Vehicle Industry Department of the Foundries and Machine Industries Ministry.

Enclosure (A):  Sketch of Area Surrounding the Ganz Railroad Car and Machine Factory and the MAVAG Locomotive and Machine Factory, Budapest, Hungary.

CLASSIFICATION

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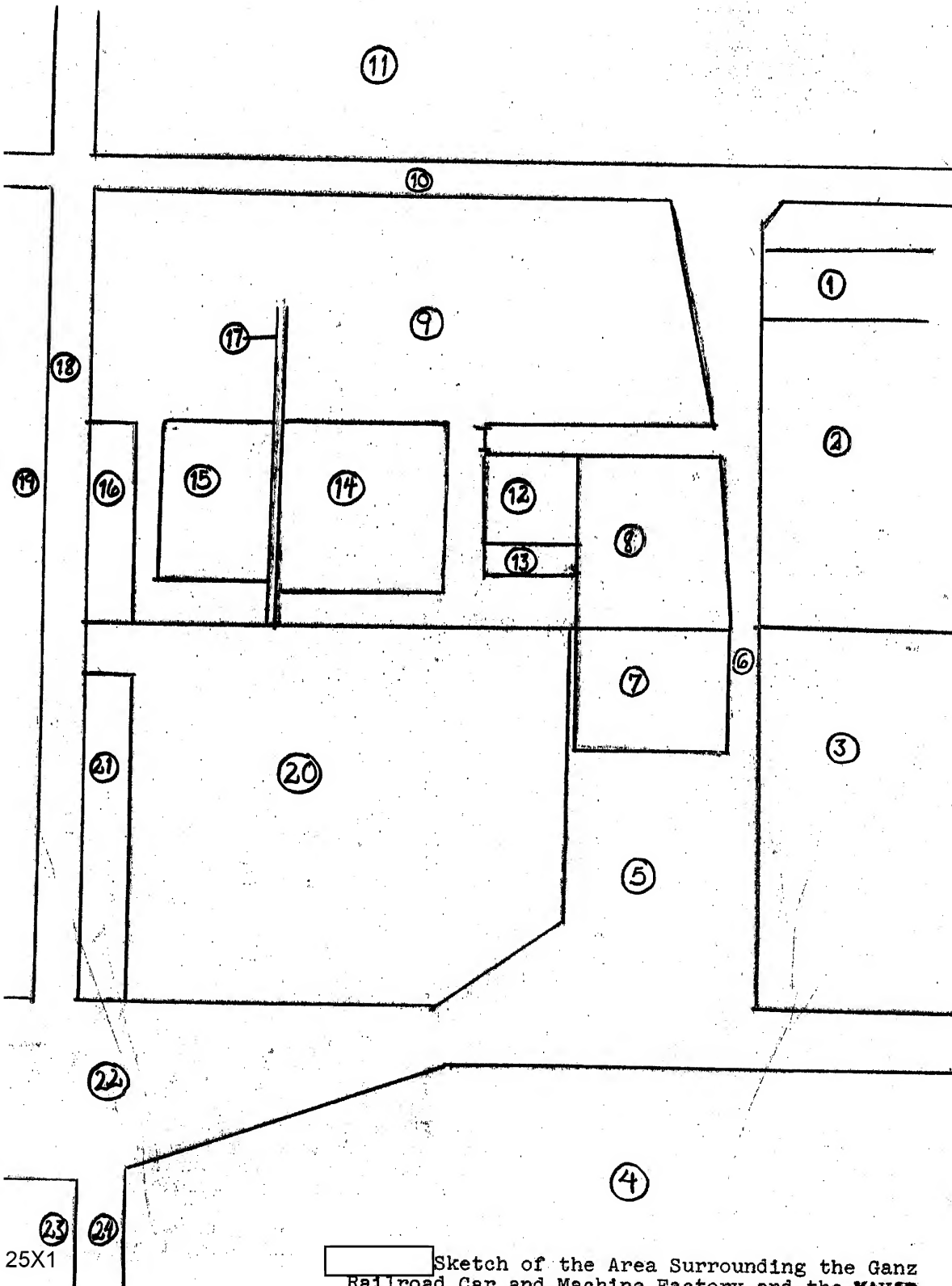
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Approved For Release 2003/08/12 : CIA-RDP82-00457R015700160010-4

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ENCLOSURE (A)

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Sketch of the Area Surrounding the Ganz  
 Railroad Car and Machine Factory and the MAV  
 Locomotive and Machine Factory at Budapest,  
 Hungary

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ENCLOSURE (A) (Cont'd)

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Legend

1. Sports Field.
2. The Koebanya Employees' Residential Area.
3. Residential Area.
4. Residential Area.
5. The Golgota Square.
6. Simar Street.
7. MAVAG Workers' Settlement. The buildings were on the average six stories high.
8. Residential Area. The building were on the average five to six stories high.
9. Ganz Railroad Car and Machine Factory (Ganz Waggon es Gepgyar). This area extended along street, Point #10, for approximately 500 m. and along street, Point #18, for approximately 400 m.

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10. Hungaria Street.
11. People's Park (Népliget). A forest covered area.
12. Foundry Shop. Constructed of brick, approximately 30 by 30 m.
13. Office Building. Constructed of brick, stucco covered, single story, approximately 20 by 10 m. The roof was tile.
14. Final Assembly Shop of Railroad Cars. Constructed of concrete, about as high as a three-story building, approximately 80 by 50 m. The roof was presumed to be of metal. There were several sections in this shop where the finishing work on rail cars was being done.
15. Car Frame Assembly Shop. Constructed of concrete, about as high as a three-story building, approximately 80 by 40 m. The roof was metal. Pullman cars were assembled here.
16. Office Building. Constructed of brick, stucco covered, approximately 50 by 20 m, and three stories high. The roof was tile.
17. Concrete Surfaced Road. Area between buildings, Points #14 and 15, was concrete surfaced, approximately 30 m wide.
18. Koebanya Street (Koebanyai Ut).
19. Kerepesi Cemetery (MAVAG Mozdony es Gepgyar).
20. MAVAG Locomotive and Machine Factory Area. Area approximately 300 by 300 m.
21. Office Building. Constructed of brick, approximately 150-200 m. long, 20 m. wide, and three stories high. The roof was presumed to be flat. Building was light grey. The management offices were located here. The rest of area, Point #20, was occupied by workshops.

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the others. Area, Point #20, was surrounded by a three m-high wall, constructed of brick or stone.

22. Orczy Square.
23. Residential Area.
24. Baross Street.

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